

NEXT STEPS:

Please complete the comment form included with your handout. It provides information important for selecting the alternative for further development of the Project. You can either drop the completed form in a box near the Check-In Station or mail to the District 4 Office using the envelope that is provided. Please provide any comments you wish to be considered by the close of business on August 2, 2013.

A Project Team assigned to this Project will review your comments as they review the other information provided this evening to select the alternative for further development of right of way construction plans. Mr. John Moore, District Project Development Manager, is the Project Manager for this project and will lead the process to finalize work on the project. Your comments are an important part of that process.

Funds for the Design Phase have been authorized. Funding for the next phases (Right of Way, Utility and Construction) is not currently provided for in the 2012 Highway Plan. Funding for these phases will need to be addressed in future highway plans before work can be advanced.

CONTACT FOR INFORMATION:

You may contact Mr. John Moore in the Elizabethtown District Office for additional information as work continues. His address and contact information is:

Mr. John Moore
Kentucky Transportation Cabinet
Department of Highways
District 4
P. O. Box 309
Elizabethtown, KY 42702
(270) 766-5066

Copies of exhibits, this handout and comment forms are available on the District website at:
<http://transportation.ky.gov/District-4/Pages/US62ClarksonPublic.aspx>



Grayson County, US 62 Item 4-8502.00 Leitchfield Bypass (KY 3155) to KY 224 in Clarkson Public Meeting – July 18, 2013



CLARKSON ELEMENTARY SCHOOL



INFORMATION AVAILABLE THIS EVENING INCLUDES:

- Preliminary work on possible solutions to upgrade US 62 between the Leitchfield Bypass and KY 224 in Clarkson
- Comment sheet soliciting your suggestions about improvements to this segment of US 62
- Presentation around 5:00 PM by Project Representatives with an overview of the project and goals for this meeting

The preliminary work is included on exhibits available this evening. Project Representatives will be available to assist in your review of this information and answer questions you may have about the project. We encourage your thoughts about the work needed to make travel safer and more efficient on this section of US 62.

PURPOSE AND NEED FOR THE PROJECT:

This section of US 62 was constructed in the 1920s and consists of two 10-foot-wide travel lanes and narrow shoulders. The road generally parallels the Paducah and Louisville Railroad through relatively flat and gently rolling terrain. The road is relatively straight and flat except for a short section by the Walter T. Kelley Company (Kelley Bee Company). Through Clarkson, there are some roadside curbs and sidewalks for pedestrian traffic and some limited on-street parking. A Programming Study prepared in August 2008 identified four goals for the project:

1. Improve safety
2. Address parking and drainage concerns in Clarkson
3. Improve pedestrian access
4. Reduce delays for through traffic

ROADWAY SECTION:

Preliminary study has included consideration for a three-lane urban roadway section that includes an 11-foot driving lane in each direction and a 13-foot center turn lane. This section is very similar to the one recently constructed in Leitchfield between the KY 259 Intersection and Leitchfield Bypass (KY 3155) Intersection.

The initial recommendation is for a sidewalk to be included in the 10-foot border area behind the curbs along the south side for the entire length of this project and along the north side from west of the KY 88 Intersection to the KY 224 Intersection. The addition of a short section of parking lane for the north side is included in one of the preliminary alternatives.



Suggested Three-Lane Curb & Gutter Roadway

PRELIMINARY ALTERNATIVES:

The **Do-Nothing Alternative** is always a consideration, which would leave the roadway as it exists today. The Build Alternatives developed during early work in the Preliminary Design phase include:

- **Alternative 1** – Equal widening to the left and right of the existing road to provide the 39-foot curb-to-curb roadway
- **Alternative 2** – Widening to the right or south side of the existing road (15 feet) from the Leitchfield Bypass to west of the KY 88 Intersection and Alternative 1 from there to the KY 224 Intersection

Additional alternatives were also evaluated for two sections of the project, through the “S-Curve” by the Walter T. Kelley Company (Kelley Bee Company) and within Clarkson from KY 88 to KY 224. Utilities, especially overhead utilities, are an important consideration in developing an improved roadway section in Clarkson between KY 88 and KY 224.

- **Alternative 3** – Reconstruction of the existing road from west of the Oak Wood Lane Intersection to east of the Walter T. Kelley Company (Kelley Bee Company) entrance – this alternative eliminates the “S-Curve”
- **Alternative 3B** – Reconstruction of the existing road for the same limits identified for Alternative 3 – this alternative substantially improves the “S-Curve” but does not eliminate it
- **Clarkson Alternative 2 (CA2)** – Widening of the existing road from KY 88 to KY 224 with a slight shift in the alignment to provide room for relocation of overhead utilities
- **Clarkson Alternative 3 (CA3)** – Reconstruction of the existing road from KY 88 to KY 224 with a slight shift in the alignment and lowering of the roadway

Traffic will be maintained during construction for through traffic with some restrictions during the phasing of work. Access to properties along the road will also be maintained during construction, again, with some restrictions.

All of the Alternatives identified above involve widening and overlay of the existing road, except for the Alternatives identified as Alternative 3, Alternative 3B and Alternative CA3. The first two involve construction on new alignment, and the third involves removal of the existing pavement and lowering of the roadway.

A number of buildings along the existing road have floor elevations at approximately the same level as the existing road. Removal of the existing pavement and construction of a new roadway at a lower elevation was an option considered for reducing impacts to these buildings. This option will involve some further restrictions on traffic and on existing on-street parking during construction.